

LAND USE/GROWTH MANAGEMENT

Town of Eastham Goals and Performance Standards

The Cape Cod Commission through its Regional Policy Plan for Barnstable County has established overall planning goals and minimum performance standards for Land Use/Growth Management. Eastham's goals and minimum performance standards are consistent with the Regional Policy Plan.

- 1.1 Goal:** Encourage sustainable growth and development consistent with the carrying capacity of Eastham's natural environment in order to maintain the Town's economic health and quality of life, and encourage land use which takes advantage of the natural setting, and which provides a pleasant environment for living, working and shopping for residents and visitors.

Minimum Performance Standards

- 1.1.1 Compact forms of development, such as cluster development and, where appropriate, mixed-use residential/commercial development, shall be given preference by the special permit granting authority in order to minimize further land consumption and to protect open space.
- 1.1.2 Creation or extension of strip development shall not be permitted. Reuse, redevelopment, or infill within existing strip developments in a way that does not extend the linear nature of the development or increase traffic conflicts may be permitted.
- 1.1.3 All development and redevelopment in village centers, downtowns, Growth/Activity Centers, and Growth Incentive Zones shall be constructed with the minimum feasible setback from the street in conformity with the setback of adjacent structures in order to encourage village-style development and a more comfortable and secure pedestrian environment.
- 1.1.4 The building and layout of parking lots shall reinforce the character of existing buildings and traditional village streetscape patterns. Parking shall be located to the rear or the side of a building or commercial complex in order to promote traditional village design in commercial areas unless such location would have an adverse or detrimental impact on environmental or visual features on the site, or is unfeasible. Parking structures shall be provided when appropriate to reduce the amount of paved parking areas supporting a proposed development, provided the structure meets the goals of the Commission's design manual, *Designing the Future to Honor the Past: Design Guidelines for Cape Cod, Technical Bulletin 96-001*. The use of shared parking, on-street parking, and community parking lots in village areas, Growth/Activity Centers, and Growth Incentive shall be provided, where feasible, in order to reduce the amount of land devoted to parking.

- 1.1.5 All residential subdivision of five or more lots shall submit a cluster development preliminary plan to the Planning Board during the development review process.
- 1.1.6 Affordable housing should be provided as part of residential and commercial development. Particular attention should be given to locating affordable housing in or near Growth/Activity Centers and Growth Incentive Zones and convenient to transportation corridors.
- 1.1.7 Where appropriate, use of Transfer of Development Rights should be encouraged in order to concentrate development in Growth/Activity Centers and Growth Incentive Zones with adequate infrastructure and to preserve open space in outlying areas.
- 1.1.8 The extension and creation of new roadside “strip” commercial development shall be prohibited. Redevelopment of existing roadside “strip” commercial areas may be considered by the special permit granting authority where substantial positive visual impacts can be shown to result.
- 1.1.9 To protect open space and minimize environmental and community impacts of growth and to promote compact forms of residential and commercial development.
- 1.1.10 All residential subdivisions of five or more lots shall cluster the proposed development unless inconsistent with local bylaws. Cluster plans shall use site designs that maximize contiguous open space, respect the natural topography and character of the site, and employ wastewater treatment alternatives to allow more compact development.
- 1.1.11 All commercial subdivisions of land shall cluster the proposed development unless inconsistent with local bylaws. Cluster plans shall use site designs that maximize contiguous open space, respect the natural topography and character of the site, and employ wastewater treatment alternatives to allow more compact development.
- 1.1.12 Development and redevelopment shall be directed away from Significant Natural Resource Areas as illustrated on the Cape Cod Significant Natural Resource Area Map dated January 10, 2002, as amended.
- 1.1.13 The creation of affordable housing for both ownership and rental should be encouraged through infill, redevelopment or conversion of existing structures and sites, and the creation of accessory apartments. Adequate infrastructure should support these efforts in order to accommodate greater residential density.
- 1.1.14 Appropriate redevelopment and infill within Growth/Activity Centers and Growth Incentive Zones should be encouraged. The development of land in outlying areas should be reduced through downzoning, Transfer of Development Rights, open space purchases, or other techniques.
- 1.1.15 Efforts should be made to improve the appearance of existing strip development through frontage buildings, sign control, infill, relocation of parking, landscaping, and

undergrounding of utilities, consistent with the recommendations of Designing the Future to Honor the Past: Design Guidelines for Cape Cod, Technical Bulletin 96-001.

- 1.1.16 For those areas determined by Local Comprehensive Plans or site assessments to be unsuitable for redevelopment where existing strip development exists, efforts should be made to remove such development, revegetate the site, and put in place permanent conservation restrictions for the purpose of reducing/mitigating the impact of growth, removing traffic conflicts, reducing wastewater impacts, or restoring sensitive resource lands.

- 1.2 Goal:** To preserve and enhance rural land uses, including agriculture, which are environmentally compatible with the Cape's natural resources in order to maintain opportunities to enjoy the traditional occupations, economic diversity, and scenic resources associated with rural lands.

Minimum Performance Standards

- 1.2.1 New development adjacent to rural landscapes and those lands in active agricultural production shall maintain or provide a thickly vegetated buffer of sufficient width to prevent conflicts between the development and existing uses.
- 1.2.2 Development unrelated to agricultural operations shall be designed so as to avoid or minimize development on lands capable of sustained agricultural production as evidenced by soils, recent agricultural use, and/or surrounding agricultural use.

Other Development Review Policies

- 1.2.3 Management practices such as those developed by the Cape Cod Cooperative Extension and the Soil Conservation Service should be encouraged to maintain the productivity of agricultural lands and minimize use of chemical fertilizers and pesticides that could adversely impact the environment.

Existing Conditions

Eastham is a rural residential, predominantly seasonal, community with approximately 5,600 year round residents. The town has experienced moderate growth over the past ten years as seasonal vacation homes became year round retirement homes. These changes have come at some cost to the community, as small scale "cottages" are replaced with large year round homes. The redevelopment of existing lots then, is of far greater concern in Eastham, than new development. There are very few parcels of "buildable" land in Eastham larger than ten acres that could be subdivided; therefore, the future of Eastham will be formed by commercial and residential redevelopment. The map on the following page shows existing land use (Map 1).

Additionally, commercial development in Eastham is located almost exclusively along Route 6 in low-density strip developments. However at two distinct locations, the development takes on the character of a village center; Brackett Road and Route 6 and Samoset Road and Route 6.

The original settlement of Eastham included area that is now the Town of Orleans. Eastham had a north and south parish and in 1797, the more populous south parish split from Eastham to become Orleans. Eastham and Orleans still maintain a functional relationship, with Orleans providing many important commercial services for Eastham and other lower Cape residents.

In the spring of 2000, the Town held a series of “vision” workshops in an effort to get community input on the future of Eastham. There was a general reaffirmation of the 1996 LCP vision:

“A balanced diversified community that honors its historic past as a small fishing and agricultural settlement, and current character as a modest residential, working vacation, and retirement community.”

Future Land Use Plan

A major problem in Town is the quantity of curb cuts and traffic flow associated with Route 6. This highway bisects the Town while simultaneously providing the only major artery or connecting road for residents. Other problems associated with this route include the visual appearance of existing commercial uses and their associated curb cuts which add to the congestion of traffic primarily during the summer season. (See also "Transportation", "Community Character" and "Implementation" elements).

The series of “vision” workshops held in the spring of 2000 also reaffirmed the general future land use plan of the 1996 LCP. The general distribution of uses in the plan include: residential uses along the western side of town, marine related uses in the southwestern corner, a mix of commercial, institutional and residential along the central axis (Route 6) and the Cape Cod National Seashore to the east. The recommended land use plan is shown in schematic form on the following page (Map 2).

Map 1: Existing Land Use – Placeholder

Map 2: Future Land Use - Placeholder

Major future land use areas include:

Town Hall Area (See #1 on Map 2)

This area, which currently houses most of the Town facilities, including the Town Hall, Police and Fire Departments and the Library, should be maintained as a Town civic area. Non-residential uses tailored to the needs of local residents including those using the Town facilities should be encouraged. Improvements should include enhanced landscaping, undergrounding of overhead utilities, parking, safe access, pedestrian and bus passenger amenities (benches, weatherproof shelters, lighting, trash receptacles, etc.) and pedestrian crossings to create a "pedestrian friendly" atmosphere. During the winter, sidewalks maintained free of snow and ice would also facilitate pedestrian travel. (See also "Transportation")

Brackett Road/Route 6 Area (See #2 on Map 2)

The Brackett Road/Route 6 area currently contains a retail center, an industrial area and a recently extended bikeway access to the Cape Cod Rail Trail. This area has the potential for mixed use and/or residences of slightly higher density. Improvements in the immediate vicinity of the intersection of Brackett Road and Route 6 should include enhanced landscaping, undergrounding of utilities, pedestrian and bus passenger amenities (as in the Town Hall area) and pedestrian crossings. (See also "Affordable Housing", "Transportation" and "Implementation")

Cape Cod National Seashore (See #3 on Map 2)

The Seashore is a major draw for visitors and seasonal residents to the area, and a major preserved recreation area for year round residents. This large portion of Town will see no change except for the possible expansion to include adjacent parcels to be added by gift or purchase, as they become available.

Tourist Business (See #4 on Map 2)

Located north of the Town Hall area, this sector accommodates commercial uses of high volume, such as: restaurants, motels and tourist retail services. Incentives should be developed to reduce the number of highway access points and improve pedestrian and bicycle connections in this area. Landscaping requirements for parking areas and highway frontage should be increased to improve the visual character of this area and to provide a more pedestrian-oriented scale.

Highway/Residential District (See #5 on Map 2)

Located along the southern and northern sections of Route 6, this sector will allow buildings to be used for residence and business, providing the businesses retain Cape Cod architecture, are adequately landscaped, with all parking in the rear.

Residential Areas (See #6 on Map 2)

Existing residential areas, which are most of the remainder of Town, are essentially one neighborhood, but are described and designated on Map 4, primarily for planning purposes. Cluster development should be encouraged in each of these areas, as appropriate, and where adequate land is available.

Marine Related (See #7 on Map 2)

Currently there are areas with landing and related service facilities for residents that should be maintained. The area at Town Cove is proposed as a Working Waterfront Overlay Zone. However, development pressures are forcing changes to that character which strong land use controls may be able to thwart. The town even investigated creating a DCPC in part of the town to impose a moratorium and thereby stop growth pending a full study.

Rate of Development

Table 3 shows building permits issued by type from 1997-2001.

Table 3: Building Permits by Type, 1997-2001

Town-wide	1997	1998	1999	2000	2001	TOTAL
New Residential	96	111	138	93	52	447
Residential renovation	165	209	209	222	422	826
New Commercial			1	1	0	2
Commercial Renovation	<u>6</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>7</u>	<u>12</u>
TOTAL	267	321	351	318	481	1,287

One can see a significant decline in new construction while renovations remain incredibly strong. The vision workshop concluded that many of those renovations resulted in “trophy homes” or “starter castles” totally inconsistent with existing community architectural character.

Over the last twenty-five years, the amount of developed land has increased the amount of land devoted to residential development has increased nine-fold, from 340 acres or 3.7 percent of the Town in the late 1960s to more than 4,700 acres or 51% percent of the Town today. The most significant change is from 1991 when 42.8% of the land was developed to 2000 when 51.9% was developed. The annual average rate of conversion from 1960-1991 was 105 acres per year. Between 1991 and 2001 that rate changed to 114 acres per year.

Table 4: Land Use by Acreage and Percentages, 1991 and 2000

Category of Use	1991 Acres	Percentage of Town	2000 Acres	Percentage of Town
Developed Land:				
Mixed Use (Residential/Commercial)	114.0	1.2%	91	1.0%
Residential	3,006.0	33.0%	3542	38.8%
Commercial	105.0	1.2%	98	1.1%
Industrial and Utilities	30.0	0.3%	35	0.4%
Exempt Property (Institutional)	644.0	7.1%	973	10.7%
Total Developed Land	3,899.0	42.7%	4739	51.9%
Undeveloped Land:				
<i>Developable</i>				
- Residential	962.0	10.5%	350	3.8%
- Commercial	38.0	0.4%	29	0.3%
- Industrial	25.0	0.3%	23	0.3%
<i>Undevelopable</i>				
- Residential	363.0	4.0%	253	2.8%
- Commercial	0.5	0.0%	4	0.0%
- Industrial	1.0	0.0%	1	0.0%
Open Space-Residential	23.0	0.3%	0	0.0%
Chapter 61 (Forest, Agric., Recreational)	97.0	1.1%	20	0.2%
Total Undeveloped Land	1,509.5	16.6%	680	7.4%
Cape Cod National Seashore	3,000.0+/-	32.9%	3,000.0 +/-	32.9%
Roads and Water Bodies	712.0 +/-	7.8%	712.0 +/-	7.8%
Total	9,120.5	100.0%	9,131.0	100.0%

Source: Town of Eastham Assessors Files, 2002

This intensity of development and the related pressure placed on the Town have been dramatic. In addition, neighboring towns have also experienced similar development that has affected daily life as in Eastham. Added tourism, especially related to the Cape Cod National Seashore and an increase in commercial development in Orleans have also contributed to an increase in both through and local traffic, especially along the Route 6 corridor.

Non-residential uses are predominantly commercial and situated along Route 6. They are principally in the form of restaurants, inns or motels, professional offices, public facilities, nurseries, gas service stations and storage facilities. These uses comprise only one hundred and thirty-five (135) acres, primarily located along Route 6 with corresponding level of service and safety impacts. Many of the commercial developments are designed in the roadside "strip" single story building style with no consistent appearance. Some have purposely retained a residential scale and style appropriate to the Town. There is an industrial district located off Brackett Road and a small district for marina-related uses to accommodate residential boating and fishing needs located in the southern-most point in Eastham along the Bay.

Vacant Land/Buildout

Population projections look at trends in births, deaths, and migration. These trends are useful in estimating short-term growth within a community. A buildout projection is a means of checking a community's zoned development potential to see if full development fits within the natural/manmade environment, capacity constraints and the community's vision of what it wants to become. The Buildout projections in 1996 are shown on the table below. Also shown is the 2001 Actual.

Table 5: Buildout Projections

<u>Residential</u>	<u>Low</u>	<u>Medium</u>	<u>High</u>	2001 Actual <u># of Units</u>
Additional residential units	733	1,150	1,781	
Total residential units at buildout	5,464	6,000	6,512	5,699
<u>Non-residential</u>				
Retail (sq. ft.)	500,000	562,121	N/A	130
Industrial (sq. ft.)	327,000	367,343	N/A	24
Total Commercial (sq. ft.)	827,000	929,270	N/A	<u>5,853</u>

Low projection prepared by Thomas Planning Services based on 70% of the total land area (adjusted for wetlands by assessors code, does not include large lots with additional development potential).

Medium projection prepared by CCC based on 78% of the total land area (adjusted for wetlands by site inspections, includes large lots with additional development potential).

High Projection prepared by Land Use Inc., based on 90% of the total land area (not adjusted for wetlands, includes large lots with additional development potential).

As can be seen projections assume steady trends. The Cape Cod demographic has never been steady as housing prices, and retirement rates reflect U.S. and world wide economic factors more than local issues. The rate of progress toward buildout then may be accelerated by not measured or measurable for a projection model.

The Cape Cod National Seashore, authorized by Congress in 1961, comprises one-third of Eastham (3,000 acres), including nearly all of its six and one-half mile Atlantic shoreline, from Orleans to Wellfleet. More than one hundred privately owned residential dwellings exist within the Seashore, most of which were constructed prior to the Seashore's creation. The Town also owns 25 acres located on the Atlantic Ocean between Coast Guard and Nauset Light Beaches. Town Meeting recently supported the creation of a town owned beach on this land with 300 parking spaces and facilities. That project is anticipated to be complete by summer 2003.

Zoning Controls

The Town has already taken a number of steps to protect its natural resources, preserve its present land use pattern and prevent the continuation of strip development. Much remains to be done to balance the town's preservation desires against the commercial needs, and the need for affordable housing.

Residential: There are approximately 1,200 acres of vacant developable land and land with the potential for additional development. The potential residential buildout for Eastham under the current zoning is approximately 1,150 additional housing units resulting in a total of 6,000 units at buildout. Over the last 25 years Eastham has averaged 103 new housing units per year. Using that average rate, Eastham could reach residential buildout in 2006. If the average annual rate for the last 5 years of 58 units/year were used, Eastham would reach residential buildout in 2015. In either case the residential buildout is not far in Eastham's future. The buildout figures do not account for approximately 400 grandfathered lots that are below the current zoning requirements but are protected under MGL.Ch.40A. While these grandfathered lots could be built without regard to current zoning, they are subject to other town Bylaws or regulations, which in combination with the lack of sewer or water service will reduce that number considerably.

Non-residential: There are approximately 37 acres of commercial land and 25 acres of industrial land available for development. If all the land is used, there could be eleven and one-half (11.5) acres or about five hundred thousand (500,000) square feet of gross floor area of commercial development and seven and one-half (7.5) acres or about three hundred and twenty-seven thousand (327,000) square feet of gross floor area of industrial development. It should be noted that most of the vacant industrial land has limited access at this time.

Impacts of Anticipated Residential Growth

There are a number of additional impacts Eastham can anticipate with the expected increase in residential development and associated increase in population as shown below in Table 3. Table 3 provides the following information: existing conditions (60% seasonal/40% year-round) in the first column, a full buildout of vacant residential land with an increase in the conversion of seasonal units (40% seasonal/60% year-round) in the second column, and a full buildout of all vacant land with 100% year-round units) in the last column.

Table 6: Anticipated Growth Impacts on Selected Town Services

<u>Impacts</u>	<u>Existing</u> (60%/40%)	<u>Build-out</u> (40%/60%)	<u>Build-out</u> (100%)
Number of year-round residential units**	2,308	3,600	6,000
Number of households**	1,908	3,200	5,600
Number of year-round persons per household (2.34 persons)**	4,460	7,488	13,104
Number of school children (14.5% of population)**	648	1,085	1900
Number of classrooms (4 per 100 students)	25	43	76
School Personnel (5 per 100 students)	32	54	95
Gallons of water per day (100 per capita)	210,800	360,000	600,000

** Based on 1990 U.S. Census data

After reviewing Tables 2 and 3 major questions which arise include whether projected future development will change the character of Eastham, and how the Town will pay for the increased demands placed on municipal services by the development of the remaining vacant land and the possible conversion of seasonal to year-round housing units. Because of the configuration of the Town and its existing land use pattern, traffic problems along Route 6, fiscal constraints, lack of sewers, and the overall desire not to designate a growth center, the Town has a limited number of options for meeting the goals of the Plan.

Recommended land use and zoning options incorporated into this section of the Plan include:

- Decrease development intensity in sensitive areas;
- Develop regulations which address the rate, amount and impact of seasonal to year-round conversions;
- Continue to refine the Zoning By-laws, especially for commercial zones;
- Consider the use of a growth cap on the rate of residential construction;

Decreasing intensity in sensitive areas will involve not only prohibiting new development in such areas, but also prohibiting expansion or rebuilding. Sensitive areas may include lands in watershed protection areas, beach property and critical habitat areas identified in the "Natural Resources" section of this plan. Conversion rate regulations may be the most difficult to draft as there are not many existing examples in Massachusetts. However the town recently (7/26/01) passed a zoning by-law requiring a special permit when redevelopment will result in a significant increase in habitable space. This approach may in the long term have more of an impact than decreasing the density of the remaining vacant residential land. Refining the zoning bylaws will help to improve the appearance of and reduce traffic conflicts within commercial areas.

The Regional Policy Plan defines three types of Growth/Activity Centers, Village, Regional and Industrial. The village model focuses on pedestrian oriented residential and small scale commercial. The regional model focuses on densely developed commercial with some higher density residential. The Industrial model focuses on typical industrial uses, manufacturing and wholesaling. Each of these models requires a specific level of infrastructure development and community support services. Based on that fact the most suitable growth activity centers for the Town are the village and a "modified" industrial center.

Implementation

Joint Commission/Town Actions

- A. The Commission will assist in mapping natural and cultural resource constraints, existing development and infrastructure, and undeveloped land in order to identify appropriate areas for designation as village, regional, and industrial Growth/Activity Centers and Growth Incentive Zones. The towns, in consultation with the Commission and as consistent with their Local Comprehensive Plans, should work toward designating village and regional Growth/Activity Centers and Growth Incentive Zones for the purpose of concentrating growth that would otherwise occur in outlying areas. Growth/Activity Centers and Growth Incentive Zones should be supported by wastewater and other infrastructure that allows for higher densities, and should be coordinated with the Regional Infrastructure and Facilities (RIF) Plan to be developed by the Cape Cod Commission and the towns (see Chapter 4.4). Use of shared or neighborhood denitrifying systems in parallel with clustering development provides opportunities to direct growth to more appropriate locations and gain increased open space and environmental benefits.

- B. Eastham and the Commission should undertake a major initiative to address the implementation of Local Comprehensive Plans through changes in zoning and other local regulations.

Recommended Town Actions

- A. Develop cluster bylaws or ordinances consistent with the Commission’s model bylaw/ordinance that require cluster development at the town’s option. Towns should also adopt cluster provisions for commercial and industrial subdivisions.
- B. Local zoning and regulations, including but not limited to lot sizes, parking requirements, undergrounding of utilities, setbacks, and road widths, should be revised to permit village-style and mixed residential/commercial uses. Such development should be located in areas served or planned for service by appropriate wastewater treatment systems and other infrastructure.
- C. Local bylaws and regulations, including clustering, increased lot sizes, overlay districts, and other techniques are encouraged to foster preservation of all areas located outside of Growth/Activity Centers and Growth Incentive Zones.
- D. Consider making appropriate town-owned land available for agriculture, open space, and clustered affordable housing.

The following action items are advanced to achieve one or more of the goals of this section. Recommendations are broken down into zoning actions, subdivision actions, and other actions designed to address land use and growth management issues within the Town.

Zoning Actions

Eastham should:

- Adjust its zoning to accommodate recommendations of the land use plan, e.g., adopt a Highway Residential District and a Working Waterfront Overlay Zone.
- Amend the zoning bylaws to allow for mixed-use developments in the Highway-Residential District.
- Augment performance standards, e.g. for lighting, noise, and odors by revising the zoning bylaws.
- Amend the zoning bylaws to add language on curb cut control and develop a comprehensive curb cut strategy for Route 6. This strategy should be closely coordinated with the Cape Cod Commission and Massachusetts Highway Department to complement the planning activities of these entities.

- Revise the zoning bylaws for building and parking setback and landscaping requirements for commercial developments.
- Study the possibility of working with N/Star and the state and consider funding of undergrounding of utility lines along town roads or on town-owned land in any area where the required poles, wires, cables, aerial transformers and other related electrical and telecommunications equipment are deemed visually intrusive and/or a safety hazard.
- Revise and reformat the Zoning bylaws and develop a Table of Use Regulations and a Table of Dimensional Requirements.
- Amend the Zoning bylaws to establish a multi-category threshold that would trigger special permit review of large/high traffic generating commercial and mixed-use developments.
- Amend the Zoning bylaws to create a definition of “strip” development and make it a prohibited use in the table of use regulations.
- Develop a zoning amendment that provides incentives for shared access to developments by way of zero side lot lines or reduced parking requirements.
- Revise Section IX, B setback requirements and Section XI landscaping requirements to provide for thickly vegetated buffers.
- Prepare plans for the Town Hall and Brackett Road areas, to include sidewalks, footpaths, parking, pedestrian crossing, traffic mitigation, lighting, landscaping and undergrounding of overhead utilities.
- Develop a comprehensive land use strategy to address existing and future traffic conflicts along Route 6. This strategy should minimally include exploring the following:
 - Purchasing vacant land as protected open space
 - Increasing lot frontage requirements on Route 6
 - Increasing lot sizes for residential development on Route 6
 - Strict limits for lot coverage for commercial uses on Route 6 with incentives for shared curb cuts with adjacent residential properties
 - Measures to limit buildout in the Route 6 Corridor, such as rezoning commercial areas for low density residential uses
 - Creating greater incentives for infill and redevelopment in areas where coordinated access can be provided
 - Consideration of a Transferable Development Rights system as a means to relocate existing, poorly sited commercial development, and better accommodate future development potential in the corridor (using the Commission’s model bylaw).

- Explore aggressive regulatory measures to limit conversion of seasonal homes to year round uses on small lots, including revising Board of Health regulations to prevent the intensification and increase in size of existing homes being converted.
- Explore measures to limit buildout throughout the Town including: downzoning, land acquisition, a residential Transferable Development Rights as a means to send residential development to proposed mixed-use centers where residential units, including affordable units, could potentially more effectively be served by advanced wastewater systems and public transit.

Subdivision Actions

The planning Board should:

- Amend its subdivision rules and regulations to take advantage of the three open space dedication provisions in MGL, Ch.41 Subdivision Control Law.
- Amend its subdivision rules and regulations to require the submitting of a preliminary cluster plan for new development of five or more lots.
- Amend its subdivision rules and regulations to require natural drainage designs with buffers to wetlands.
- Amend its subdivision rules and regulation to require separate drainage lots and access ways to drainage areas.
- Amend its subdivision rules and regulations to require plan sheets showing regrading, landscaping and erosion control methods to be used on the property.

See “Land Use”, “Capital Facilities and Infrastructure” and “Transportation” in Implementation section.